

SR 31, Metaline Falls to the International Border

WSDOT's commitment to the citizens of Washington State is to complete the design work on this section of SR 31 and begin acquiring right-of-way as funding becomes available. Our goal is to have the SR 31 all-weather roadway improvements ready to advertise for construction bids by Spring 2002, and to begin construction as soon as funds are allocated.

Why is WSDOT rebuilding SR 31?

The current roadway structure of SR 31 is adequate for automobile use and light trucks. However, heavy truck traffic will damage the roadway during spring thaw, forcing seasonal weight restrictions, thus limiting freight movements. The planned improvements to the roadway structure would assure year round legally loaded truck operations and support the anticipated re-start of the Pend Oreille mining facility.

The end result

This 12.7-mile project on SR 31 from Metaline Falls to the Canadian Border will improve the roadway pavement structure to support legal loads year-around by increasing the surfacing depth and widening the roadway. This will promote economic development in Pend Oreille County by enabling the unrestricted movement of freight through this corridor.

What are the project timelines?

Design work is currently underway. Depending on the availability of funding for right-of-way and construction, the project is scheduled to advertise for construction bids in Spring 2002.

How can I get involved?

The project office held an informational open house for the public on June 28, 2001. Public input is always welcome during the design process. Interested citizens should contact the project engineer's office listed below or Eastern Region Public Affairs at (509) 324-6015.

Existing



Construction Update:

Construction funding has not yet been allocated for this project. But, if funding does become available construction bids could be accepted as early as, Spring 2002.

Project Facts

- Eliminates weight restrictions to truck travel during freeze/thaw conditions.
- Additional wetlands will be established.
- Addresses anticipated increases in truck traffic volumes resulting from the North American Free Trade Agreement.
- Provides for year-round shipment of local natural resources.
- Increases potential for re-establishment of mining operations at the Pend Oreille mine.
- Addresses economic support for depressed rural areas.
- Supports recreation and tourism.

What is being done to protect the environment?

The project office and the WSDOT Eastern Region Environmental Office are in the process of evaluating potential environmental impacts to complete the Draft Environmental Assessment.

Increasing safety is one of our priorities

The roadway will be constructed with a minimum of 11-foot wide lanes and 2-foot wide shoulders.

Government-to-government tribal consultation process

WSDOT consults with Tribal officials to identify culturally sensitive areas within the corridor.

Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State and Federal Funds	\$383,000	\$4,040,000	\$4,423,000
Funded subtotal	\$383,000	\$4,040,000	\$4,423,000
Unfunded amount		\$10,408,000	\$10,408,000
Total Cost	\$383,000	\$14,448,000	\$14,831,000

Financial data is current as of 9/1/01.

How can I get more information?

For detailed information about this project contact:

Gordon Olson, Project Engineer
2714 N. Mayfair
Spokane, WA 99207
Phone: (509) 324-6231
E-mail: OlsonGD@wsdot.wa.go

Financial Information

This project is currently funded to complete design work and begin the right-of-way acquisition process. Its total estimated cost is \$14.8 million. The legislature has allocated \$737,000 for design and right-of-way for the 01-03 biennium budget. At this time, additional funding amounting to \$14.1 million is necessary to support the current WSDOT schedule of completion. If funding doesn't become available an adjustment and slowdown of right-of-way and construction schedules will be required. However, if funding becomes available this highway improvement project could be advertised for construction bids by Spring 2002.